

CALIFORNIA INTERAGENCY EMERGENCY HIRE OF EQUIPMENT RENTAL RATES

3934

NEW AGREEMENT PERIOD: May 1, 2002 – April 30, 2005

3934.1

(No. 14 April 2002)

The following Emergency Equipment Rental Agreement (EERA) rates cover the period May 1, 2002 through April 30, 2005. CDF and USFS staff have worked together to develop standard procedures and rates that will be used by both agencies.

METHODOLOGY FOR ESTABLISHING RATES

3934.1.2

(No. 14 April 2002)

Rate References:

Green Book: This is the 2001 “AED Green Book : Rental Rates & Specifications for Construction Equipment”, published by EquipmentWatch, a unit of Intertec Publishing, 1735 Technology Drive, Suite 410, San Jose CA 95110-1333. (800) 669-3282; www.equipmentwatch.com.

Blue Book: This is the “Rental Rate Blue Book for Construction Equipment, Volume 1”, published by EquipmentWatch, a unit of Intertec Publishing, 1735 Technology Drive, Suite 410, San Jose CA 95110-1333. (800) 669-3282; www.equipmentwatch.com.

Both of these publications are “researched and published to meet the needs of the construction industry in rental agreements, construction contracts, force accounts, claim work, litigation, and cost accounting.” They are intended by the publisher to serve as “the standard reference for rental rates on all classes of construction equipment”, providing “industry standard rates for negotiating equipment cost reimbursement”, “using independent, unbiased cost analysis.” Rates shown reflect average rates charged by vendors throughout the US. These publications are “specified by more than 47 state departments of transportation”, and is “the only privately researched and published equipment rate guide approved by the FHWA for use on federally-funded construction projects.” Rates shown in the Emergency Equipment Rental Rate schedule are based on Green Book costs for new equipment, and are not depreciated.

Rental Equipment Rate Guide: Published by Miramar Communications, Inc., 23815 Stuart Ranch Road, Malibu CA 90265-8987. Intended by the publisher to serve as a complete source of rental rates. Rates are based on 50 factors that affect business costs associated with the rental of various kinds of construction and other equipment.

Audit Labor Rate: This is the US Department of Labor’s “Davis-Bacon” rate. It is the union scale rate that must be paid on federally-funded construction projects. This rate is comparable to the California Department of Industrial Relations “Prevailing Wage Rate.” In order to qualify for the Audit Rate, the vendor must show proof that employees are paid at least the amount indicated in the Rate Guide. This amount may vary for different types of equipment.

Independent Labor Rate: This rate is based on the June 2001 US Department of Labor "Service Contract Act (SCA) Rate", which is the minimum wage that the federal government requires a contractor to pay his employees for firefighting work performed under federal service contracts.

The Davis-Bacon Rate and the California Prevailing Wage Rate differ by county. The single rate shown for the Audit Rate is based on the average Davis-Bacon rate for all California counties. The SCA rate is a statewide rate.

Past Practice Rate: This rate is used when no other appropriate rate basis could be located, and when the 1999-2001 rate yield a sufficient number of hires without complaint from the vendor community. Rate is the 1999-2001 rate, plus a 3.9% increase based on the increase in the US Bureau of Labor Statistics Producer Price Index (PPI) for the period 1999-2001.

PREPARING THE AGREEMENT

3934.2

(No. 14 April 2002)

Federal agencies and CDF units shall sign up equipment within their zone of influence. If you are contacted by a vendor outside your zone of influence, forward them to the appropriate Federal or CDF unit. An agreement signed by any Forest Service unit, CDF or other Federal agency that adopts this rate structure within Region 5 is valid throughout Region 5. For payment purposes a Federal Contracting Officer's signature is required if a Federal agency is making payment. The agreement may be signed by anyone with proper delegated "Unusual and Compelling Urgency" authority, in accordance with the Forest Service Acquisition Regulations (FAR). CDF Officers have the same requirement.

The Emergency Equipment Rental Agreement, Optional Form 294, and the General Provisions for the Emergency Equipment Rental Agreement will be used to establish the terms and conditions of the agreement. As during the last agreement period, the tripartite signature page will document the concurrence of all parties concerned. The USFS Agreement Number and the CDF Agreement Number will both be shown on the tripartite signature page. The Forest Service contract numbering system will be used for the Forest Service agreement number. The CDF agreement number will consist of the originating unit's 2-number identifier, followed by a dash and the 8-digit Vendor Code Number.

In making an agreement for equipment "with operator" use the independent rate from the appropriate category of equipment. Audited rates shall be paid to operators with documentation verifying current employment at the audited wage rate, or greater, for jobs other than firefighting.

In those situations where special terms and conditions are needed in an agreement strive to keep them as concise and straightforward as possible. Agreement administration time increases in direct proportion to the complexity of the agreement.

When signing equipment up at an incident make the agreement valid for either the duration of the incident or for a term not to exceed 30 days unless authorized by the Contracting Officer on the host forest to negotiate agreements for a longer period. The same holds for amending another Contracting Officer's agreement. It is the contractor's responsibility to work with their local unit to get their equipment signed up.

DOCUMENTATION REQUIRED TO SIGN-UP AT AUDITED RATE

3934.2.1

(No. 11 October 2000)

Contractor must provide copies of his/her union agreement, payroll stubs and/or sample payrolls from throughout the year; i.e., records from other than fire season. Only contractors who have paid higher wages throughout the year will qualify for the audited rates. As a minimum, the rate paid must be equal to or greater than the hourly audit rate shown in the rate package. (NOTE: The audit labor rates shown in the package are lower than the rates used to calculate the equipment rates. Because some areas have higher Davis-Bacon rates and higher California Prevailing Wage rates than other areas, the higher rate was used for calculation purposes, and a lower rate is posted which contractors must demonstrate, in order to receive the audit rate). The individual preparing the agreement for the Government or CDF is to visually check payrolls before agreeing to the audited rate. Self-certification is not permitted. If the contractor does not provide documentation at the time of sign-up the independent rate will be used. If prior to the close of the incident the necessary documentation is provided, the rate can be adjusted retroactive to the beginning of the incident. Contractors to be advised that the Agencies reserve the option to audit them at any time. Penalties given for false statements may include incarceration as well as fines in accordance with 18 USC 1001.

In making an agreement "without operator" the operator will be hired as an AD/EW (AD is the Forest Service pay plan, EW is the CDF pay plan). The applicable AD/EW designation will be shown in Block 14 of the OF-294.

Prior to signing an agreement, review all terms and conditions with the vendor. A discussion of dispatch procedures is beneficial. Emphasize that no payment will be made for travel to/from an incident if equipment does not pass inspection.

It is a long standing policy that the established rates identified with specific equipment in this rate package are the only rates to be used when signing up equipment. Exceptions to this may include equipment that is uniquely different than what the established rates were intended to cover. Approval to enter into agreements must come from the next higher level; i.e., Forest Service Regional Office, or CDF Headquarters in Sacramento.

EMERGENCY REHAB WORK

3934.2.2

(No. 6 March 1999)

Equipment hired under an EERA may be used during and immediately after an incident for rehabilitation work. When equipment will be utilized for rehab, for an extended period following an incident, competition should be sought. The standard rates in these situations may not provide the best value to the government.

AD DRIVER DRUG TESTING

3934.2.3

(No. 6 March 1999)

Drivers required to have a commercial driver's license (CDL) are subject to the controlled substance and alcohol testing rules under the Omnibus Transportation Employee Testing Act of 1991. A CDL is required for drivers operating a vehicle in excess of 26,000 pounds GVW designed to carry 16 or more passengers (including driver), or of any size if used in the transportation of a placardable amount of hazardous material. These drivers are subject to pre-employment alcohol and controlled substance testing, random testing, reasonable suspicion test, post-accident testing, return to duty testing and follow-up testing. Anyone who is employed by USDA (including AD hires) is subject to these testing requirements. Forest Service is responsible for the testing of drivers hired under the AD system.

EQUIPMENT DISPATCH

3934.2.4

(No. 6 March 1999)

When ordering equipment we are still operating under the "closest available resource" concept. Therefore, local equipment, under contract, should be actively pursued prior to going to other sources of services outside the zone of influence of that particular unit. It is equally important that we broaden the scope of contractors that we do dispatch within that local area. By continually utilizing the same contractors the erroneous perception is that we are operating under a "good ol' boy" system. Please make every effort to share the fire assignments with as many different contractors as possible. This will insure our ability to maintain a large enough contractor pool to respond to a large incident or series of incidents.

Hiring equipment at an incident should also be kept to a minimum. Contractors are bypassing the dispatch system by arriving at an incident with one legitimate Resource Order Number then marketing additional equipment at the site. By doing this we are not optimizing the use of all contractors. Additionally this practice actively encourages fire chasers. Direct hires on an incident should be the exception, not the rule. NOTE: CDF - see sections 7761.2.6.3 through 2.6.6

EQUIPMENT USE ON INCIDENTS

3934.2.5

(No. 11 October 2000)

It is an Incident Commander's decision what equipment remains at the incident. It is all of our responsibility to insure that equipment is being properly utilized. One way to contain the rising cost of fighting fires is to aggressively administer these contracts; i.e., release equipment not being utilized; replace expensive equipment with less expensive; bring to management's attention equipment or services being underutilized.

FIRE EMERGENCY PLACARDS

3934.2.6

(No. 6 March 1999)

CA State Vehicle Code 27905 states that the only vehicles that can display "Fire Emergency" signs are Fire Departments. There are a number of private vendors that routinely show these stick-on signs. While we cannot legally require them to remove these signs we can advise them that (1) they may not be in compliance with State law, (2) we do not endorse the use of this signing, and (3) we will request that these signs be removed while under hire to us.

I-9 FORMS

3934.2.8

(No. 6 March 1999)

I-9 Forms, required by INS, are to be completed for all new employees, including US citizens. As this applies to individuals signed up at the AD/EW rates, contractors under agreement for equipment without operator should be notified that individuals hired at AD/EW rates will be required to complete these forms. INS has not authorized an exemption from this requirement during emergencies.

VOLUNTEER FIRE DEPARTMENT WATER TENDERS

3934.2.9

(No. 12 March 2001)

CDF will not use the EERA process for equipment owned by a governmental agency. Such equipment should be covered by the terms of a Cooperative Fire Protection Agreement.

Equipment owned by fire companies that are either privately-owned, such as by a property owner's cooperative association, or by a non-profit organization, such as a non-governmental fire company, should be hired using the EERA process.

Any VFD water tender signed up under an EERA must fully comply with the pre-season inspection requirements described in section 3934.3.3.1. If the water tender is covered by a Cooperative Fire Protection Agreement, and the VFD has an acceptable maintenance and inspection process, the inspection requirements described in section 3934.3.3 are not applicable.

REINSPECTION COSTS

3934.2.10

(No. 6 March 1999)

All equipment that does not pass initial inspection will be afforded the opportunity for a second inspection at a fee of \$75.00/hour. The reinspection cost will be prorated in 30-minute increments. If it fails a second time it shall be rejected, it shall not be hired and no payment shall be made. If the vehicle passes the second inspection, the cost shall be deducted from final payment and travel time will be paid. The time during which the vehicle was unavailable will not be paid.

BASIS FOR RATE CALCULATIONS

(No. 11 October 2000)

3934.2.11

The various vehicle rates in this package were basically established in accordance with the following paragraph:

All hourly rates are WET. Hourly rates include: depreciation, indirect ownership costs, major overhaul cost, fuel, lubricants and labor and parts for routine maintenance. Contractor is responsible for fuel and maintenance under all rate schedules, including "Without Operator." Service vehicle and service personnel are included in the rates. The contractor shall comply with all insurance, licenses, regulations and laws required by the State of California and the Federal Government.

Audit rate shall be paid to operators with documentation verifying current employment at wage and benefit rates for jobs other than firefighting. The rates are based on Davis-Bacon construction wage rates. The Davis-Bacon rates were compared with the State of California Department of Industrial Relations "Prevailing Wage Rates" and found to be comparable.

The Independent rate is based on the minimum wage and benefits to be paid operators in accordance with the Service Contract Act of 1965.

SUMMARY OF EERA RATES

Bulldozers

(No. 14 April 2002)

3934.3

3934.3.1

ICS Type	Size Class	Audit Rate			Independent Rate			Without Operator	
		Rate/Hr	Guarantee w/1 oper	*Guarantee w/2 oper.	Rate/Hr	Guarantee w/1 oper.	*Guarantee w/2 oper.	Rate/Hr	Guarantee
ICS Type III	F	\$118	\$941	\$1486	\$81	\$644	\$893	\$49	\$392
ICS Type II	E	\$144	\$1148	\$1694	\$106	\$852	\$1100	\$75	\$600
ICS Type II	D	\$154	\$1230	\$1775	\$117	\$933	\$1182	\$86	\$688
ICS Type I	C	\$181	\$1451	\$1996	\$144	\$1154	\$1402	\$113	\$904
ICS Type I	B	\$204	\$1630	\$2176	\$167	\$1333	\$1582	\$136	\$1088
ICS Type I	A	\$274	\$2191	\$2736	\$237	\$1894	\$2143	\$206	\$1648

* The guarantee "with 2 operators" will only apply when the dozer is ordered with 2 operators and 2 operators are furnished.

Comparison chart for determining Audit versus Independent Rate:

LABOR RATE:

Straight time

Audit Rate:	\$37.74
Independent Rate	\$19.03

Dozer classification is determined by net engine horsepower as verified by the **model** number. Dozer horsepower increase (repower) will **not** be allowed to adjust the contract rate.

Dozer Make and Model by ICS Type:

ICS Type III - F	Allis Chalmers	HD-4, 650, 650/653, HD6A, HD6B, HD6E, HD6EP, HD11B,
	Case	450, 550, 650, 750, 850 (all series)
	Caterpillar	D3, D3B, D3C, D4-C, D4-D, D4-E, D4-H, D5C, D6 (9U), D6-B
	John Deere	450, 450E, 450G, 450H, 550, 550A, 550B, 550G, 550H, 650C, 650G, 650H, 1010C, 2010C
	Fiat Allis	6-B, FD5, 6-E, 6-EP, 8-SER, FD7, 8-B, FD9, FD80
	Dresser/International	TD6 Series 62, 500E, TD7-C, TD7-E, TD7-G, TD7-H, TD8 E, TD8-G, TD8-H, TD9-B, TD9H
	Hyundai	H70
	Komatsu	D31A-16, D31A-17, D31P-16, D31E-18, D31-20, D32E-1, D32E-1A, D37E-2, D37E-5, D38E-1, D38E-1A, D39E-1, D39E-1A, D45A-1, D41A-3, D45P-1
	Massey Ferguson	MF 300, MF 300A, MF 3366, MF 400, D 400C
	New Holland	DC70, DC80

ICS Type II - E	Allis Chalmers	HD11E, HD11EP, HD11, Series B
	Case	1150 (all series), 1450, 1450B
	Caterpillar	D4H XL series, D5-H, D5-M, D6-C, D6-D, D6M-XL
	John Deere	750 (all series)
	Fiat Allis	10-B, 10-C, 11-B, 14-C, FD145
	Dresser/International	TD12, TD12C, TD12C-XP, TD15B, TD-15C
	Komatsu	D41-E6, D53A-15, D53A-16, D58E-1, D58-E1B, D60P-3, D60P-6, D65A-6
	Liebherr	PR712, PR712B-L, PR722, PR722B-L
	Massey Ferguson	500B, 500D, 600C
	New Holland	DC100

ICS Type II - D	Allis Chalmers	HD16D, HD16DC, HD16P, HD16B
	Case	1550
	Caterpillar	D6-E, D6-H, D6R, D6R-DS, D7-E, D7-F
	John Deere	850 (all series)
	Fiat Allis	FD14E, 16-B, FD20, 14C, FD175, FD195L
	Dresser/International	TD20B, TD20C, TD15E
	Komatsu	D61EX-12, D65EX-12, D68E-1, D65E-6, D65P-6, D854-12
	Liebherr	PR731C, PR732, PR732B-L
	Massey Ferguson	700C
ICS Type II - D	New Holland	DC180
	Terex	82-20

ICS Type I - C	Caterpillar	D7-G, D7-H, D7-R
	Dresser/International	TD20 E, TD20-G, TD20-H, TD20-H LT, TD25 B
	Fiat Allis	FD20, FD255
	Komatsu	D83E-12, D85E-21, D87E-2
	Terex	82-20B, 82-30

ICS Type I - B	Allis Chalmers	HD21A, HD21B, HD21P
	Caterpillar	D8-H (35A), (36A) & (46A), D8N
	Dresser/International	TD25 C, TD30 A
	Fiat Allis	21-B, 21-C
	Komatsu	D135A-1, D135A-2,
	Terex	82-30 B, 82-40

ICS Type I – A	Allis Chalmers	HD21A, HD21B, HD21P
	Caterpillar	D9-G, D9-H, D9-L, D9-N, D9R, D9R-DS, D8-K, D8-L, D8-R
	Dresser/International	TD-25E, RD-25G, TD-25H
	Fiat Allis	31 Series, 41-B, FD30B, FD30C
	Komatsu	D155 (all series), D275A-2
	Terex	82-50, 82-80

NOTE: ICS Type IA dozers require special hauling procedures. Consideration should be given to hauling problems and cost effectiveness.

Dozers must be equipped with the following minimum safety items:

Flashlight
Canteen w/water - 1-gallon minimum
Lights - two front, two rear
Radiator protection
Back-up alarm - 87 DBLs
ROPS w/heavy screens sides and rear
Belly pan and rock guards
Shovel, axe, pulaski
Seat belts

Operator personal protective equipment:
Nomex shirt and trousers - Cal OSHA specifications
(Nomex shroud recommended)
Hard hat
Goggles
Gloves
Fire shelter (USFS specifications)
Lace-up leather boots

NOTE: CDF - see specific hiring guides, Handbook 7761.4.3.

Operational Option (CDF)

Dozer hired as a unit includes transport and pilot vehicles. Contractor shall provide pilot vehicle(s) when required by the DOT, State of California.

The dozer unit reimbursement option is available on incidents involving the dozer, transport, and pilot car (if required) combination, when the dozer and transport are owned by the same contractor.

The dozer unit will be ordered under one request number. See [Handbook 7761.2.6.2](#).

Dozer, transport and pilot car shall be logged on separate shift tickets, OF-297, to verify use, and shall be posted on separate lines of a single Use Invoice for the dozer.

When dozer and transport are owned by different contractors, normal hiring and payment procedures will be followed.

EXCAVATORS

(No. 14 April 2002)

3934.3.1.1

Type	Audit Rate			Independent Rate			Without Operator	
(weight) (tons)	Rate/Hr	Guarantee w/1 oper.	*Guarantee w/2 oper.	Rate/Hr	Guarantee w/1 oper.	*Guarantee w/2 oper.	Rate/Hr	Guarantee
6-8	\$112	\$899	\$1444	\$75	\$602	\$850	\$44	\$352
8.1-12	\$123	\$981	\$1526	\$86	\$684	\$933	\$54	\$432
12.1-16	\$139	\$1113	\$1658	\$102	\$816	\$1065	\$71	\$568
16.1-21	\$152	\$1212	\$1758	\$114	\$915	\$1164	\$83	\$664
21.1-24	\$157	\$1253	\$1798	\$120	\$956	\$1205	\$88	\$704
24.1-28	\$185	\$1483	\$2029	\$148	\$1187	\$1435	\$117	\$936
28.1-40	\$202	\$1613	\$2159	\$165	\$1317	\$1565	\$134	\$1072
40.1-50	\$218	\$1744	\$2289	\$181	\$1447	\$1696	\$150	\$1200

* The guarantee "with 2 operators" will only apply when the excavator is ordered with 2 operators and 2 operators are furnished.

Comparison chart for determining Audit versus Independent Rate:

LABOR RATE:

Straight time

Audit Rate:	\$37.74
Independent Rate	\$19.03

Excavator classification is determined by weight as verified by the **model** number.

Excavator Make and Model by Net Engine Horsepower:

6-8 Tons	Case	9007B, CK62
	Caterpillar	307, 307B
	Daewoo	Solar 70-III
	Deere	190E, 70D
	Kobelco	K903 MARK II, SK60 MARK III & IV
	Kubota	KH-191
	Link-Belt	1600 QUANTUM, LS-1600C II
	Takeuchi	TB68S

8.1 - 12 Tons	Akerman	H3B
	Deere	290D, 80
	Hitachi	EX100, EX100-2, EX100-3,
	Kobelco	70SR, 80CS, SK100 MARK III,
	Koehring	6608
	Komatsu	PC100-6, PC75R-2, PC90-1
	Takeuchi	TB070

12.1 – 16 tons	Case	688, 9010, 9010B,
	Caterpillar	205lc, 311, 311B, 312, 312B, 312BL, 313B, E110B, E120B
	Daewoo	DH130, DH130-2, SOLAR 130-III, SOLAR 130LC-V
	Deere	110, 120, 490D, 490E
	Dresser	6120
	Fiatallis	FH120
	Gradall	XL2200
	Hitachi	EX100-5,
	Hyundai	130LC, 130LC-3,
	Kato	HD450 VII
	Kobelco	115SRDZ, 135SRLC, K904 MARK II, SK100 MARK IV, SK115DZ LC MARK IV, SK120LC MARK III, SK120LC MARK IV, SK130LC MARK IV
	Koehring	6612
	Komatsu	PC120-5, PC120-6, PC128US-1, PC128US-2, PC128UU-1, PC128UU-2
	Liebherr	R900B
	Link-Belt	130 LX, 2650 QUANTUM, LS-2650C-II
	MDI/Yutani	MD120 LC, MD 140B LC, MD 140C
	New Holland	EC130LC
	Samsung	SE130LC, SE130LC-2, SE130LC-3, SE130LCM-2, SE130LCM-3
	Volvo	EC130

16.1 – 21 tons	Akerman	H7C
	Badger	300 HYDRO-SCOPIC, 460 HYDRO-SCOPIC
	Benati	3.15LC
	Case	888, 9020, 9020B
	Caterpillar	211 LC, 213B LC, 315, 315B, 315BL, 315L, 318BL, 318BL N, E200B
	Daewoo	DH170, SOLAR 170-III
	Deere	160LC, 590D, 690D
	Dresser	6150LC
	Fiattalis	FX140
	Gradall	660E, XL 3200
	Hitachi	EX150, EX160LC-5
	Hyundai	160LC-3, 180LC-3
	Insley	H600D
	Kato	HD700 VII LC
	Kobelco	135SRL, 135SRLC, ED180, SK150LC MARK II, SK150LC MARK IV, SK160LC
	Koehring	4470 TELESKOOP
16.1 – 21 tons	Komatsu	PC150-5, PC150LC-5, PC150LC-6
	Liebherr	R902LC
	Link-Belt	160 LX, 2700 QUANTUM, LS2700C II
	New Holland	EC160LC
	Samsung	SE130LCM
	Volvo	EC150, EC150C, EC200

21.1-24 Tons	Badger	666 HYDRO-SCOPIC, 670 HYDRO-SCOPIC
	Benati	3.18 LC
	Case	1088, 9030, 9030b, 9030b N
	Caterpillar	215D LC, 219D, 320, 320B, 320BL, 320BN, 320C, 320CL, 320L, 320N, EL200B
	Daewoo	DH180LC, DH200LC, DH220LC, SOLAR 220LC-III, SOLAR 220LC-V
	Deere	200LC, 690E LC
	Dresser	6200 LC
	Fiatalis	FH200, FH200 LC, FX200LC
	Gradall	880E
	Hitachi	EX200.C, EX200LC-2, EX200LC-3, EX200LC-5
	Hyundai	200lc, 200lcm-2, 210lc-3
	Insley	H800D
	Kato	HD800 VII LC
	Kobelco	200SRLC, K907LC MARK II, SK200LC MARK III, SK200LC MARK IV, SK210LC
21.1-24 Tons	Koehring	6620
	Komatsu	PC200-5, PC200-6, PC200-6B, PC200LC-5, PC200LC-6, PF55L
	Liebherr	R912 HDSL, R912 LC
	Link-Belt	210 LX, 2800 QUANTUM, LS-2800C II, LS-2800LF C II
	MDI/Yutani	MC200B LC, MD200C
	New Holland	EC215LC
	Priestman	VC15
	Samsung	SE200, SE200LC, SE210LC

24.1-28 tons	Akerman	H10BLC
	Badger	888 HYDRO-SCOPIC
	Benati	3.21 LC
	Case	125B, 9040, 9040B
	Caterpillar	219D LC, 322B, 322BL, 322L, E240B, E240C, EL240B, EL240C
	Deere	230LC, 790D, 790E LC
	Dresser	6220 LC
	Fiatalis	FH220, FH220 LC, FX240LC

24.1-28 tons	Gradall	880E, XL5200
	Hitachi	EX220LC-3, EX230LC-5
	Hyundai	250LC-3
	Insley	H1000D
	Kato	HD900 VII LC
	Kobelco	K909LC MARK II, SK220LC MARK III, SK220LC MARK IV, SK250LC
	Koehring	6625
	Komatsu	PC210LC-6, PC220LC-5, PC220LC-6, PC228USLC-1, PC228USLC-2
	Liebherr	922HDSL
	Link-Belt	240LX, 2400 QUANTUM, LS-3400C II
	MDI/Yutani	MC240B LC, MD240C
	Samsung	SE210LC-3, SE240LC-3
	Volvo	EC230, EC230B
28.1-40 tons	Akerman	H14BLC
	Badger	HOPTO 311
	Benati	3.28LC
	Case	170C, 9045B, 9050, 9050B
	Caterpillar	225D, 225D LC, 229, 231D, 231D LC, 325, 325B, 325BL, 325L, 330, 330B, 330BL, 330L, E300B, EL300B
	Daewoo	DH280, DH320, SOLAR 280LC-III, SOLAR 290LC-V, SOLAR 330-III, SOLAR 330LC-V

28.1-40 tons	Deere	270LC, 330LC, 792D LC, 892D LC, 892E LC
	Dresser	6300 LC
	Fiattalis	FX270LC, FX350LC
	Hitachi	EX270, EX270LC, EX270LC-5, EX300LC-2, EX300LC-3, EX330LC-5
	Hyundai	280LC, 290LC, 290LC-3, 320LC, 320LC-3
	Insley	H1500D
	Kato	HD1250 VII LC
	Kobelco	235SRLC, H912LC MARK II, SK270LC MARK IV, SK290LC, SK300LC MARK II, SK300LC MARK III, SK300LC MARK IV, SK330LC
	Koehring	6627, 6633
	Komatsu	PC250LC-6, PC270LC-6, PC280LC-3, PC300HD-5, PC300HD-6, PC300LC-5, PC300LC-6
	Liebherr	R932 HDSL, R942 HDSL
	Link-Belt	3400 QUANTUM LF, 3900 QUANTUM, 4300 QUANTUM, LS3400LF C II, LS-4300C II, LS-4300RB C II, LS-4300WLF C II
	MDI/Yutani	MD300 LC, MD320B LC
	Priestman	VC20/15, VC20/20
	Samsung	SE280LC, SE280LC-2, SE350LC
	Volvo	EC300, EC340

40.1-50	Akerman	H16D
	Benati	3.35
	Case	220B, 9060, 9060B
	Caterpillar	235C, 235D, 235D LC, 345BL
	Daewoo	DH450, SOLAR 400LC-III, SOLAR 400LC-V, SOLAR 450-III
	Deere	370, 450LC, 992D LC, 992E LC
	Dresser	6400 LC
	Fiatalis	FH400
	Hitachi	EX370-5, EX400, EX400-3, EX400LC, EX400LC-3, EX450LC-5
	Hyundai	360LC-3, 420LC, 450LC, 450LC-3
	Insley	H2500C, H2500D
	Kato	HD1880 VII LC
	Kobelco	K916LC MARK II, SK400LC MARK II, SK400LC MARK III, SK400LC MARK IV
	Koehring	6644
	Komatsu	PC400HD-5, PC400HD-6, PC400LC-5, PC400LC-6
	Liebherr	R952HD, R954
	Link-Belt	5800 QUANTUM, LS-5800C II, LS-5800RB C II
	MDI/Yutani	MC400 LC, MD450B LC
	Samsung	SE350LC-2, SE450LC-2
	Volvo	EC420, EC450

Excavators must be equipped with the following minium safety items:

Flashlight
Canteen w/water - 1-gallon minimum

Operator personal protective equipment:
Hard hat
Gloves
Lace-up leather boots

GRADERS

(No. 14 April 2002)

3834.3.1.2

Engine Net HP	Audit Rate			Independent Rate			Without Operator	
	Rate/Hr	Guarantee w/1 oper.	*Guarantee w/2 oper.	Rate/Hr	Guarantee w/1 oper.	*Guarantee w/2 oper	Rate/Hr	Guarantee
75-114	\$114	\$915	\$1461	\$77	\$618	\$867	\$46	\$368
115-144	\$135	\$1081	\$1627	\$98	\$785	\$1033	\$67	\$536
145-199	\$152	\$1215	\$1760	\$115	\$918	\$1167	\$84	\$672
200-250	\$163	\$1301	\$1847	\$126	\$1004	\$1253	\$94	\$752

* The guarantee "with 2 operators" will only apply when the grader is ordered with 2 operators and 2 operators are furnished.

Comparison chart for determining Audit versus Independent Rate:

LABOR RATE: Straight time

Audit Rate:	\$37.74
Independent Rate	\$19.03

Grader classification is determined by net engine horsepower as verified by the **model** number.

Grader Make and Model by Net Engine Horsepower:

75-114 HP	Champion	C50A, C56A, C60A, C66A, C70A, C76A, C80A, C86A
	John Deere	570B
	Fiat Allis	65C
115-144 HP	Caterpillar	120G, 120H, 12G, 12H, 130G, 130H
	Champion	710A, 716A
	John Deere	670B, 670C, 670CH, 672B, 672CH
	Dresser	830
	Fiat Allis	FG70A, FG75A
115-144 HP	Galion	830, 830A, 830B
	Komatsu	GD525A-1C, GD530A-2, GD530A-2, GD530A-2C, GD530AW-2, GD530AW-2C, GD615A-1
	New Holland	RG140

145-199 HP	Caterpillar	140G, 140H, 143H, 160H, 163H
	Champion	720A, 726A, 730A, 736A
	John Deere	770B, 770B-H, 770C, 770CH, 772B, 772B-H, 772CH
	Dresser	850
	Fiat Allis	FG105A, FG85A, FG95A
	Galion	850, 850B, 850C, 870
	Komatsu	GD625A-1C, GD650A-2, GD650A-2C, GD650AW-2, GD650AW-2C
	New Holland	RG170

200-250 HP	Caterpillar	14G, 14H
	Champion	740A, 750A, 780A
	Dresser	870
	Galion	870B, 870C
	Komatsu	GD670A-2, GD670A-2C, GD670AW-2, GD670AW-2C, GD725A-1, GD825A-1, GD825A-2
	New Holland	RG-200

Graders must be equipped with the following minium safety items:

Flashlight
Canteen w/water - 1-gallon minimum

Operator personal protective equipment:

Hard hat
Gloves
Lace-up leather boots

BACKHOES

(No. 14 April 2002)

3934.3.1.3

Type (hp)	Audit Rate			Independent Rate			Without Operator	
	Rate/Hr	Guarantee w/1 oper.	*Guarantee w/2 oper.	Rate/Hr	Guarantee w/1 oper.	*Guarantee w/2 oper.	Rate/Hr	Guarantee
Up to 49	\$91	\$730	\$1275	\$54	\$433	\$681	\$23	\$184
50-59	\$93	\$746	\$1292	\$56	\$450	\$698	\$25	\$200
60-69	\$97	\$774	\$1320	\$60	\$477	\$726	\$29	\$232
70-79	\$102	\$813	\$1359	\$65	\$517	\$765	\$33	\$264
80-99	\$102	\$837	\$1383	\$68	\$541	\$789	\$36	\$288
100 hp+	\$107	\$910	\$1455	\$77	\$613	\$862	\$46	\$368

* The guarantee "with 2 operators" will only apply when the backhoe is ordered with 2 operators and 2 operators are furnished.

Comparison chart for determining Audit versus Independent Rate:

LABOR RATE: Straight time

Audit Rate:	\$37.74
Independent Rate	\$19.03

Backhoes must be equipped with the following minium safety items:

Flashlight	Operator personal protective equipment:
Canteen w/water - 1-gallon minimum	Hard hat
	Gloves
	Lace-up leather boots

Backhoe classification is determined by net horsepower as verified by the **model** number.

Backhoe Make and Model by Net Engine Horsepower:

Up to 49 HP	JCB	208S
50-59 HP	John Deere	210C
	Ford New Holland	455C
	Schaeff	SKB600
60-69 HP	Case	480F
	Caterpillar	416 SERIES II
	John Deere	300D, 310C
	Ford New Holland	555C
	JCB	210 SERIES, 212 SERIES
	New Holland	455D, 555D
	Schaeff	SKB900

70 – 79 HP	Case	580 SUPER K, 580L, 580L SERIES 2
	Caterpillar	416B, 416C, 426 SERIES II, 426B, 428 SERIES II, 428B, 436 SERIES II
	John Deere	310D, 310E
	Ford New Holland	655C
	JCB	1400B, 214, 214 SERIES II, 214E, 214E SERIES 3, 214 SERIES 4
	Kobelco	TLK750
	Komatsu	
	New Holland	555E, 575E, 655D, LB75
	Schaeff	SKB1000, SKB800B, SKB902

80 – 99 HP	Case	580 SUPER L, 580 SUPER L SERIES 2, 580L SERIES 2 TURBO, 590, 590 SUPER L, 590 SUPER L SERIES 2, 680L
	Caterpillar	426C, 436B, 436C, 446
	John Deere	310SE, 315SE, 410D, 410E, 510C, 510D
	Ford New Holland	755B
	JCB	1400B TURBO, 1550B, 1600B, 1700B, 214 SERIES 3, 214 SITEMASTER, 214 SITEMASTER SERIES 2, 214 SITEMASTER SERIES 3, 214S SERIES 2, 214S SERIES 3, 214S SITEMASTER, 214S SITEMASTER SERIES 2 & 3, 215 SERIES (ALL), 217 SERIES (ALL), 3CX
	Kobelco	TLK750, TLK860, TLK965
	Komatsu	WB140-2, WB150-2
	New Holland	575E, 655E, 675D

100 HP and over	Case	780D
	Caterpillar	446B
	John Deere	710C, 710D
	Ford New Holland	755B
	New Holland	675E, LB115

TRANSPORTS AND PILOT VEHICLES

(No. 15 April 2002)

3934.3.2

Configuration	Audit Rate		Independent Rate		Without Operator Rate/Mile
	Rate/Mile	Guarantee 1 oper.	Rate/Mile	Guarantee 1 oper.	
Tractor, 2 axle	\$2.31	\$810	\$1.63	\$571	\$0.97
Tractor, 3 axle	\$2.70	\$945	\$2.02	\$706	\$1.36
3S1 Combination (14 wheels)	\$3.04	\$1065	\$2.36	\$826	\$1.70
3S2 Combination (18 wheels)	\$4.15	\$1453	\$3.05	\$1066	\$1.86
3S2 Combination (26 wheels)	\$4.40	\$1542	\$3.30	\$1155	\$2.11

Comparison chart for determination of Audit versus Independent Rate:

LABOR RATE: Straight time

Audit Rate:	\$29.92
Independent Rate:	\$16.68

Agencies will only pay for transport charges for haul-in and haul-out. Once a dozer is unloaded the transport will be released unless directed, in writing, to remain. If the incident requires, transports may be hired for availability and equipment hauls. Transports retained for incident operations use will be on the Incident Action Plan and identified by Resource Order number. Signed shift tickets are not adequate documentation for this purpose.

CDF - See Operational Option, section 3934.3.1

Pilot Vehicle(s): When required by regulations of the Department of Transportation, State of California, the contractor shall provide pilot vehicle(s) and operator(s). The transport rate includes an allowance for one pilot vehicle for 3S2 and larger combinations. If a second pilot vehicle is required by the permitting authority, an additional amount will be paid as shown below:

Audit Rate with Operator		Independent Rate with Operator	
Rate/Mile	Guarantee	Rate/Mile	Guarantee
\$1.74	\$667.00	\$1.08	\$371.00

Comparison chart for determining Audit versus Independent Rate:

LABOR RATE: Straight time

Audit Rate:	\$29.13
Independent Rate:	\$10.46

WATER TENDERS AND TRAILERS

3934.3.3

(No. 17 May 2003)

Water Tenders

Tank Volume	Audit Rate Daily Rate		Independent Daily Rate		Without Operator Daily Rate
	1 Oper	2 Oper**	1 Oper	2 Oper**	
1000-1499	\$1907	\$2940	\$1433	\$2228	\$924
1500-2499	\$1931	\$2977	\$1457	\$2265	\$947
2500+	\$2085	\$3207	\$1611	\$2496	\$1092
	\$150*		\$150*		\$150*

*Fully licensed vehicles, add to the daily rate. Special equipment (SE) plated water tenders are not considered fully licensed vehicles. The \$150 is pro-rated on first and last day.

**Includes \$75 per day for transportation for second operator.

Water Tender rates are predicated on single operator for up to 16-hour shifts. A second operator may be ordered when water tender operations will exceed 16 hours in a day.

Minimum Water Tender Specifications: ALL Water Tenders will meet the following requirements:

Water tenders must be fully registered as commercial vehicles and be current with all Federal (DOT) and State (BIT - Biannual Inspection of Terminal) requirements. **SE-plated water tenders are exempt from this registration requirement.**

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Water Trailers

Trailer only

With tractor

Water trailer with pump	Daily Rate	Transport of a 1500 – 4000+ gallon water trailer will be at the appropriate 2-axle or 3-axle rate. Transport of a 1000 – 1499 gallon water trailer will be at the 2-axle tractor rate.
1,000-1,499 gallons	\$387	
1,500-3,999 gallons	\$644	
4000+ gallons	\$1033	

The tractor-trailer combination, routinely assigned to incident base, is normally considered to be with tractor and will be paid at the “one operator” rate.

Water trailer without pump	Daily Rate
4,000+ gallons	\$387

Transport of the water trailer is at the appropriate 2-axle or 3-axle tractor rate.

NOTE: Propane truck or tank rates shall be negotiated and shall not be calculated based upon the water tender rate(s).

Comparison chart for determining Audit versus Independent Rate:

LABOR RATE:

Straight time

Audit Rate:	\$29.50
Independent Rate	\$16.38

Minimum Water Tender Specifications: ALL Water Tenders will meet the following requirements:

Water tenders must be fully registered as commercial vehicles and be current with all Federal (DoT) and State (BIT - Biannual Inspection of Terminal) requirements. **SE-plated water tenders are exempt from this registration requirement.**

When loaded (including operators and accessory equipment) water tenders will conform to manufacturer's gross vehicle weight rating (GVWR), or state highway gross vehicle weight (GVW) limits, whichever is less. This includes balancing the load in a manner that all axle weights comply with the manufacturer's gross axle weight ratings. When the vehicle is inspected by CDF at the time the agreement is prepared, the vehicle will be loaded to its legal capacity, and the vendor will provide weight tickets showing gross weight, net, and tare weight from a certified scale. The weight tickets will be by individual axle weight.

Water tanks are to be baffled. (Not applicable to potable water trucks and tanks.) Tender shall be configured in a manner that the vehicle center of gravity is within the design limits of the equipment.

All tenders shall be equipped with a back-flow protection device for hydrant filling.

ALL WATER TENDERS must be equipped with the following minimum safety and equipment items:

- Reflectors, one set of three
- Fire extinguisher (10BC or better)
- Chock blocks of appropriate size for tire diameter
- Flashlight
- Electronic back-up alarm, minimum 87 DBLs

ALL WATER TENDERS will meet the following requirements:

Tenders shall have a 2-1/2" valve with National Hose threads (NH) installed so that pressure or suction lines (hose) can allow filling or drafting by other engines. Adaptation of dump valve with fitting is acceptable.

Tender shall be equipped with a minimum of 24' of appropriate diameter suction hose equipped with a screened foot valve or strainer.

Pump assembly is to be driven either by power-take-off or engine-driven. Pump shall be plumbed with a suction outlet so water may be drafted from a water supply such as a pond, river or creek to refill the tank or pump directly to fire. An auxiliary engine-driven pump assembly is acceptable if the auxiliary unit is permanently mounted and plumbed to the tank, discharge and suction outlets and the pump meets the minimum GPM for the group.

All discharge outlets shall be plumbed to the pump. Gravity discharge systems are not acceptable.

A dump valve of a minimum 4" diameter or equivalent is desirable so water may be discharged into portable tanks. This valve is to be at the bottom rear of tank to allow complete water discharge and should have a minimum clearance of 34" from ground to bottom of outlet.

FIRE WATER TENDERS shall also meet these additional requirements:

Minimum usable capacity shall be 1,000 gal. for Support Group water tenders, and 2,000 gal. for Fire Ready water tenders.

One axe/pulaski and one shovel

Operator personal protective equipment:

Nomex shirt and trousers - Cal OSHA specifications (Nomex shroud is recommended)

Hard hat

Goggles

Gloves

Fire shelter - USFS specifications

Lace-up leather boots

Canteen with water, 1-gallon minimum

Field programmable radio (Required for Fire Ready, recommended for Support.)

Pump, minimum 150 GPM for Support, 250 gpm for Fire Ready.

100 feet 1-1/2" serviceable cotton-jacketed fire hose with nozzle

One 1" combination fog/straight stream nozzle with 1-1/2" NH to 1" NPSH reducer

Two each 1-1/2" NH connections or one each 2-1/2" connection with gated wye to two each 1-1/2" NH connections

One fire hose clamp and one hydrant wrench.

SAFETY INSPECTIONS FOR WATER TENDERS AND PRIVATELY-OWNED FIRE ENGINES 3934.3.3.1

(No. 6 March 1999)

All privately owned engines, SE- plated water tenders and all 2-axle commercial vehicle water tenders not currently required to be inspected or not subject to State inspection by CHP will be inspected annually prior to use. Each inspection will be valid for one year only. In no event will an inspection be accepted that is older than 12 months. The inspection must have been performed by a facility licensed to operate as a commercial motor vehicle repair and maintenance shop. Neither Forest Service nor CDF personnel shall perform this service. All costs will be borne by the contractor. The inspection will meet the criteria of Federal Motor Carrier Safety Regulations, Part 393, Parts and Accessories Necessary for Safe Operation, 393.1 through 393.209 and Title 49, Parts 40, 325, 350 and 399, and California Vehicle Code Division 14.8, 34500, Safety Regulations and California Code of Regulations, Title 13.

All water tenders, regardless of vehicle registration must carry a copy of the inspection with them and provide a copy to the Forest Service or CDF unit that originally signed up their equipment. The commercial motor vehicle shop's DoT inspection form is acceptable as long as the following is shown:

1. Shop's address and phone number
2. Vehicle's identifying numbers (license and serial)
3. All critical items identified in the regulations listed above.

4. Repair documentation must show, in addition to 1. and 2. above, itemization of repairs completed.
5. All forms and job orders must be readable.

Alternatively, the R5-5100-2T, Inspection Form, may be used by the vendor. If this form is used, 1., 2. and 4. (when applicable) must be shown and be accompanied by a copy of the inspector's work order. Finally, either of California Highway Patrol inspection forms CHP 407F, Safety net Driver/Vehicle Inspection Report, or CHP 343A, Vehicle/Equipment Inspection Report, Motor Carrier Safety Operation is acceptable (CHP 108, Truck and/or Tractor Maintenance and Safety Inspection, is suggested as a guide only; it may not be used in lieu of the inspection). Any vehicle arriving at an incident without proof of successful completion of the inspection, along with proof that noted defects have been corrected, will be rejected.

CDF NOTE: Proof of inspection for current fire season must be on file with the CDF Hired Equipment Coordinator prior to listing the vendor in the Emergency Resource Directory.

Forest Service or CDF personnel will perform a safety inspection at the incident. Any vehicle arriving at an incident without proof of successful completion of this inspection, along with proof that noted defects have been corrected, will be rejected and will not be inspected until such documentation is produced. No payment will be made for any time incurred by the contractor.

CDF NOTE: An exception is made for imminent threat situations as described in Sections 7761.2.7.1 and 7761.2.7.2. This type of hiring does not exempt the vehicle from the required inspection process necessary for listing in the unit Emergency Resource Directory.

TENDERS WITH COMPRESSED AIR FOAM SYSTEM (CAFS) OR NATURAL AIR ASPIRATING FOAM SYSTEM

3934.3.4

(No. 14 April 2002)

Water tenders with CAFS shall be paid the appropriate water tender rate, plus the CAFS rate for the hours the CAFS is used as directed by a Government official.

Cubic feet/minute (CFM)	Rate/hour
35 - 50 CFM @ 150 psi	\$25.00
51 - 85 CFM @ 150 psi	\$41.00
86 - 120 CFM @ 150 psi	\$54.00
121 - 200 CFM @ 175 psi	\$69.00
201+ CFM @ 200 psi	\$83.00

Water tenders with natural air aspirating form systems shall be paid the appropriate water tender rate plus the natural air aspirating foam system rate per day for the days the foam system is assigned or directed by a responsible Government official.

Natural air aspirating foam system rate is **\$150/day** that shall not be prorated for less than a day.

Contractors shall be compensated for foam agent for CAFS and natural air aspirating systems at the current market price, or shall be replaced "in kind" by the Government. In kind replacement foam agents may not be from the same manufacturer as provided by the contractor.

Water tender equipped with Compressed Air Foam System (CAFS) shall have an air compressor (or air source), water pump and foam agent. Operator shall be able to demonstrate system operation. Water tender with CAFS shall:

- Have 1 gallon per minute (gpm) per cubic feet/minute (cfm) at the pounds per square inch (psi) rate required of the compressor.
- Be capable of foam injection into waterline at variable controlled ratios on discharge side of pump.
- Have system capable of full foam delivery within 60 seconds after being engaged.
- Have a minimum of 20 gallons of foam agent.

Water tenders with natural air aspirating foam systems shall:

- Be equipped with aspirating nozzle.
- Have a minimum of 20 gallons of foam agent.
- Not require an air compressor.

FUEL TENDERS

(No. 14 April 2002)

3934.3.5

Tank Volume	Audit Rate Daily Rate		Independent Daily Rate		Without Operator Daily Rate
	1 Oper.	2 Oper.	1 Oper.	2 Oper.	
1000-1499	\$2057	\$3090	\$1583	\$2378	\$1074
1500-2499	\$2081	\$3127	\$1607	\$2415	\$1097
2500+	\$2235	\$3357	\$1761	\$2646	\$1242

NOTE: The \$150.00 per day for fully licensed vehicles has been incorporated into the daily rate and should not be added to the rate.

Fuel tender shall be fully registered as a commercial vehicle and be current with all DoT, EPA and State inspection requirements. Vehicles which require a CDL operator when operating on public highways shall be provided with a qualified operator at all times.

Fuel truck dispensing system must be so designed to eliminate the wrong product being dispensed. e.g., gasoline being introduced into a diesel-powered vehicle due to the dispensing system not being completely drained from the previous fueling. A separate dispensing system for each product carried is preferable.

Fuel truck shall have a certified meter to measure accurate deliveries. Operator shall be required to complete fuel issue documents as required for the incident.

Fuel truck must be equipped with the following items:

- Hazmat spill kit adequate for spills up to 50 gallons
- Fire extinguisher, 10BC or better
- Chock blocks of appropriate size for tire diameter
- Flashlight
- Electric back-up alarm, minimum 87 DBLs
- Reflectors, one set of three

Preferential hiring for fuel tenders at incidents may be given to vendors with credit card capability.

Vendor's fuel price(s) at an Incident shall reflect all applicable State and Federal taxes (pump price). Non-Agency vehicles are not exempt from any taxes and must pay the full price. Agencies reserve the right to add a fee to the fuel cost to contractors (users) to offset the cost of providing fuel services at the Incident.

POTABLE WATER TRUCKS

3934.3.5.1

(No. 17 May 2003)

Tank Volume	Audit Rate Daily Rate		Independent Daily Rate		Without Operator Daily Rate
	1 Oper.	2 Oper.**	1 Oper.	2 Oper.**	
1000-1499	\$2057	\$3090	\$1583	\$2378	\$1074
1500-2499	\$2081	\$3127	\$1607	\$2415	\$1097
2500+	\$2235	\$3357	\$1761	\$2646	\$1242

NOTE: The \$150.00 per day for fully licensed vehicles has been incorporated into the daily rate and should not be added to the rate.

The Logistics Section will confirm monthly water tests and vehicle water source log. See also [Section 3833.1.12](#).

**Includes \$75 per day for transportation for second operator.

GREY WATER TENDERS

(No. 17 April 2003)

3934.3.5.2

Tank Volume	Audit Rate Daily Rate		Independent Daily Rate		Without Operator Daily Rate
	1 Oper.	2 Oper.**	1 Oper.	2 Oper.**	
1000-1499	\$2057	\$3090	\$1583	\$2378	\$1074
1500-2499	\$2081	\$3127	\$1607	\$2415	\$1097
2500+	\$2235	\$3357	\$1761	\$2646	\$1242

NOTE: The \$150.00 per day for fully licensed vehicles has been incorporated into the daily rate and should not be added to the rate.

**Includes \$75 per day for transportation for second operator.

FIRE ENGINES

(No. 11 October 2000)

3934.3.6

Contract engine rates will be negotiated on a case-by-case basis. Contract engines must fully comply with either USDA FS or CDF engine module specifications.

Engines owned by non-profit organizations (not governmental agencies) such as volunteer fire company engines, or other private sector engines not covered under separate Cooperative Fire Agreements with CDF or USFS units are defined by ICS classification as shown in the ICS Field Operations Guide. Equipment is without crew. Crew will be hired at AD rates. Rates do not apply to Government surplus equipment. A rate for such equipment shall be negotiated to provide for operational costs only, e.g., fuel, oil, insurance and ancillary equipment.

NOTE: As a general rule we will not be signing up VFD and other non-private engines under EERA. These engines will be covered under a host of other agreements; i.e., OES, local reciprocal fire agreements and the like.

BUSES

(No. 14 April 2002)

3934.3.7

Bus rates are to be negotiated. All bus companies with ten or more buses, and who have equipment located in more than one Province, will be signed up out of the USDA FS Regional Office. All payments for use will be sent to the location identified on their EERA for processing. No payment will be made by the host forest that the incident occurred on without prior written authorization from the Contracting Officer.

Any bus signed up shall meet State of California, Public Utility Commission (PUC) requirements. Operator shall provide; proof of insurance, and a copy of their permit (authority) to operate in California.

Operator shall have a valid Class B Driver's License with a 'P' endorsement and a Department of Motor Vehicle (DMV) approved medical certificate issued within the past two years.

Bus agreements shall state all restrictions on their use such as "highway only." Agreement shall identify any special features, e.g., special compartments for tools, pumps, chainsaws and fuel.

Bus companies that will be paid with Government Transportation Request (GTR) by the National Finance Center (NFC) shall have a Standard Carrier Alpha code (SCAC). This code is necessary for NFC to process the GTR. Bus carriers may obtain a SCA from the National Bus Traffic Association, Inc., 506 South Wabash Avenue, Chicago, IL 60606, and telephone 312-922-3700.

Several of the larger bus companies stage their equipment at various locations throughout the Region. It is their responsibility to notify the local unit of the location and number of buses that will remain in that area for the season. They do not get any priority in dispatch, nor does an ordering rotation need to be set up to accommodate their presence.

MOBILE LAUNDRY UNITS

3934.3.8

(No. 6 March 1999)

The following are recommended minimum requirements for mobile laundry units:

- Ability to support a 1500 person incident (wash, dry and rough fold).
- Ability to perform at least 125/lbs laundry service per hour.
- Ability to provide a maximum of a 24-hour turn-around time for wash, dry and fold.
- Provide all supplies including soap, bags for clean cloths, tags, and the like.
- Minimum of 1500 gallon potable water storage.
- Minimum of 1500 gallon gray water storage.
- Ability to maintain continuous hot water delivery (optional for this contract period).
- Labor and equipment to transport, set up and maintain unit(s).
- Contractor to provide manufacturer's data on equipment capacities.
- Hour meters on equipment.
- Totally self-sufficient units; i.e., generators, or other power source and operating supplies.

Government to provide potable water and gray water removal.

Equipment to be paid at the rate of **\$1.00/lb** capability based on manufacturer's data. Guarantee will be 8 times the hourly rate. Special rates will be negotiated for sleeping bags, mileage, set-up/take down and the like.

CHAINSAW RATE

(No. 17 May 2003)

3934.4

Chainsaw Size	Module Rate/Hour	Module Guarantee	Daily Rate w/o Operator*
42 to 66 cc	\$41	\$328	\$67
67 to 89 cc	\$71	\$568	\$83
90+	\$75	\$600	\$94
With swamper	\$19	\$136	

* For use only when the Faller or Chainsaw Operator is hired on the CDF FC-42.

Organized crew chainsaw - \$55.00/day, all engine sizes.

A "faller module" or "chainsaw module" is defined as a faller or chainsaw operator, with saw, transportation fuel, lubricants, and any tools and parts needed to keep the module in operation. The module is to be paid with the appropriate ordering agency's Emergency Equipment Use Invoice. The Faller/Chainsaw Operator's transportation is included in the rate. Fallers and Chainsaw Operators will be treated as contractors and will be expected to provide all equipment necessary to do their job. This will include providing their own chainsaw, transportation and personal protective equipment (PPE). The contractor will be responsible for the safe condition, operation, maintenance and fueling of equipment and vehicle.

The use of a Faller or Chainsaw Operator, and their associated saw is determined by the expectation and severity of the assignment. Contractor saw(s) are to be listed on the agreement by size and the appropriate EERA rate. Pay will be based on the saw size utilized.

Chainsaw Operators assigned to fireline construction, bucking logs, and felling small trees will utilize the 42cc to 66cc saw, and will be paid at that rate.

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Fallers, as directed and assigned to felling of problem or burning trees, will utilize the 67cc to 89cc saw, and will be paid at that rate. Prior to signing up a Faller, proof must be provided of expertise in tree falling. Such proof may vary, but examples of acceptable proof may be (1) the Faller earns a livelihood by falling merchantable trees or (2) references by either local employer(s) or government forest practice foresters/sale administrators.

The 90+cc rate is reserved for ordered extra horsepower necessary to manage the felling of old growth, shattered snags and trees of exceptional size. Unpredictable risk and trees that require specialized equipment (i.e., tree jacks and a second saw) are factors to considered when ordering this rate. Fallers will be paid a higher rate for larger saws, but only if the larger saw is ordered by the Government.

Incident management may order/authorize a Swamper to work with a faller. While Swampers are not to be routinely requested, they may be requested to transport extra equipment needed to handle old growth or problem trees. The Swamper will have vibram sole or calk boots, gloves and hard hat. Personal protective equipment (PPE) will be provided by the Government. Swampers will not be upgraded to Chainsaw Operators or Fallers after being hired as Swampers. Swampers shall be 18 years of age or older. Swampers will be hired at the established AD or EW Swamper rate.

When the Faller, Chainsaw Operator, or Swamper are hired under an EERA, the vendor will be reimbursed at a flat hourly rate for time worked by the Swamper. Swamper times will be recorded on an OF-297 (shift ticket) and later posted to the use invoice for the appropriate chainsaw operator/faller. The vendor will be responsible for payment to the swamper.

The contractor's Faller, Chainsaw Operator, and Swamper employees will be paid their hourly rate per day for all hours they are on shift. This will not normally exceed 16 hours per day and will end when the employee returns to the incident base or camp. In addition, they will be paid the appropriate work rate for their original travel from and final return to their point of hire.

Federal and State agencies will have the option of hiring a faller/swamper through the appropriate AD/EW rate structure. In this case, the vehicle will be paid for mileage only, with no guarantee. Note: See CDF Section 3833.1.16.1.

Faller Transportation (For use only when the Faller or Chainsaw Operator is hired on CDF FC42.)

Vehicle	Unit Rate/Mile	Guarantee
EW Faller/Chainsaw Operator transportation vehicle	\$0.78	No guarantee

REV

The contractor is responsible for ensuring that the equipment is maintained and operated in compliance with safety standards. The agreement also presumes that the contractor has not made nor will make any knowingly false or fraudulent statements, representations or acts regarding personal practices, compensation or liability coverage for any equipment or personal damage that may occur during the contract time frame for faller or swamper. The contractor is responsible for appropriate medical insurance or workers' compensation for employees.

The rate for chainsaws without operator is determined by engine displacement in cubic centimeters (cc). Rates are daily rates, wet.

Cubic centimeter to cubic inch conversion:

$$\text{C.C.} \times 0.06102 = \text{C.I.}$$

$$\text{C.I.} \times 16.387 = \text{C.C.}$$

MAKE/MODEL	CC	MAKE/MODEL	CC	MAKE/MODEL	CC
ALPINA		ALPINA		ALPINA	
PRO 450	45	P 45	47	PRO 540	54
P 55	55	PRO 55	55	PRO 56	56
P 600	60	PRO 600	60	P 65	64
P 65 E	64	PRO 65	65	PRO 66	66
P 700	70	PRO 70	70	O 70 S	70
O 70	70	A 70	70	SUPER PRO 70S	70
P 800	78	P 90 PRO	90	P 90 E	90
PRO 90	90	SUPER PRO 90	90	P 120	120
SUPER PRO 120	120	P 120 E	120		

CASTOR		CASTOR		CASTOR	
CP 45	44	CP 55	55	CP 65	65
C 70	70	CP 70	70	CP 90	90
CP 120	120				

CLINTON					
D 35	95				

DEERE		DEERE		DEERE	
50 V	44	46 EV	44	450 V	45
300 CS	49	55 V (SV)	50	51 SV	50
66 SV	61	65 V (SV)	65	80 EV	80
800 V	81				

MAKE/MODEL	CC	MAKE/MODEL	CC	MAKE/MODEL	CC
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DOLMAR		DOLMAR		DOLMAR	
109 (SMX)	43	110 (EXTRA)	43	111	51
112	51	113	51	114	51
115 (E)	52	PS 540	54	PS 6000	60
116 SI (SUPER)	61	117	61	120	61
120 SI	68	PS 6800	68	123	71
133	85	PS 9000	90	PS 9010	90
143 SMX	95	153	98	166	118

ECHO		ECHO		ECHO	
CS 440 EVL	44	CS 4400	44	CS 4600	45
CS 5000	49.3	CS 500 VL	50	CS 510 EVL	50
CS 550 EVL (CS 5500)	55	CST 610 EVLP TWIN	60	CS 660 EVL	64
CS 6700	67	CS 750 EVL	80	CS 8000	81
CS 900 EVL	92				

EFCO		EFCO		EFCO	
951	50	962	62	980	81

GREEN MACHINE		GREEN MACHINE		GREEN MACHINE	
7600	52	7600-6 (PRO)	53	7700 (All Series)	62

MAKE/MODEL	CC	MAKE/MODEL	CC	MAKE/MODEL	CC
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HOMELITE		HOMELITE		HOMELITE	
150 AUTO	43	27 AV	45	4550	45
290	48	CS 50	49	300	49.2
XL 12	54	330	54	340	54
35 SL	57	SUPER XL AUTO	57	360	57

BIG RED SXL	57	410	67	SUPER XL 925	77
SXL 925	81	550	84	540	88
8800	88	545	89	S 1050 AUTO	100
750	112				

HUSQVARNA		HUSQVARNA		HUSQVARNA	
42	42	242	42	44 (CB)	44
444 CB	44	345 (46)	45	45	45
246	46	50	49	50 CB	49
250	49	49	49	350 (51)	50
50 SPECIAL	51	51	51	55	53
154	54	254 (2540)	54	257	57
261	62	362	62	261 (62)	62
61	62	61 CB	62	365	65
HUSQVARNA		HUSQVARNA		HUSQVARNA	
65	66	266 CB	66	66	67
268 XP	67	371	71	272	72
77	77	181	81	181 SE	81
181 SECD	81	281 XP	81	288 XP	88
395	94	394 XP	94	298 XP	99
2100	99	2101	99	3120 (XP)	119

MAKE/MODEL	CC	MAKE/MODEL	CC	MAKE/MODEL	CC
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JONSERED		JONSERED		JONSERED	
450	44	455	44	2045	44.3
2041	46.2	2050	48.7	2149	49
49 SP	49	490	49	510 SP	49
520 SP	49	525	49	535	49
535 CLASSIC	50.8	2051	50.8	590	51
2055	53	2054	53.2	625	62
630	62	2063	62	2065	65
2165	65	670 CHAMP	67	670	67
70 E	69	2071(71)	71	2077	76.5
820	80	830	81	2083	82
910 E	87	930	87	920	89
2095	93.6	2094	94	111 S	111

MAKITA		MAKITA		MAKITA	
DSC 430	43	DSC 520i	52	DSC 5200i	52
540	54	6000	60	DSC 6800i	68
DSC 9000 FL	90				
MCCULLOCH		MCCULLOCH		MCCULLOCH	
MAC 4600 AV 16	46	MAC 4700	47	MAC 4900	49
MAC 5000	49	DOUBLE EAGLE	50	TITAN 50	51
TITAN 50	51	TITAN 560	54	PRO MAC 5500	55
TIMBER BEAR	55	MAC 605	55	MAC 5700	57
MAC 1010 S	57	TITAN 57	57	PRO MAC 1010	57
MAC 610	60	MAC 6200	60	MAC 6300	60
MAC 650	60	PRO MAC 700	70	TITAN 70	70
MAC 700	70	MAC 8200	82	MAC 800	82
DOUBLE EAGLE 80	82				

MAKE/MODEL	CC	MAKE/MODEL	CC	MAKE/MODEL	CC
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OLYMPYK		OLYMPYK		OLYMPYK	
942	42	945	46	946	46
951	50	950	51	355	54
264	61	962	62	272 F	66
271	67	272	67	970	70
980	81	284 F	81	284	82
SUPER 481	82	482 MP/AV	82	999 F	103

PARTNER		PARTNER		PARTNER	
500	49	P 500	49	5000	49
P 5000	49	1074	51	P 26 E	51
P 28 E	51	S 50	56	S 55	56
FARMLITE	57	P 38	57	FARMSAW P 39	64
P 42	64	FARMSAW	66	P 41 H	66
S 65	66	P 70	71	P 7000	71
P 51 H	82	P 52	82	P 62	97
P 61 H	98	P 100	100		

PIONEER/PARTER		PIONEER/PARTNER		PIONEER/PARTNR	
450	45	500	49	5000 PLUS	49
550	56	P 39	66	S 65	66
P 42	66	7000 PLUS	71	P45	74
P 52	82	P 62	100	P 65	100

MAKE/MODEL	CC	MAKE/MODEL	CC	MAKE/MODEL	CC
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POULAN		POULAN		POULAN	
285	46	295	46	2750/2900	46
2800	46	305	49	3000	49
3100	49	3050	50	325	53
335	54	336	54	3300	54
3350	54	3450	54	3400	56
3500	60	365	60	3600	60
3750	60	375	61	3800	61
395	64	4000	64	405	65
415	65	425	65	4400	69
6900	69	445	71	455	72
475	77	4900	77	7700	77
525	82	505	83	5400	85
8500	85	655	98		

RED MAX		RED MAX		RED MAX	
455	45	G 450 AVS	45	G 561 AVS	53.2
G 621 AVS	62				

SEARS		SEARS		SEARS	
35118	42	35018-028-108-138	42	35119	45.9
35624	46	35628	46	35607	49
35608	49	35201	50	35120	54
35633	54	35721	56	35124	60
35609	61	35610	61	35611	61
35614	61	35727	61	35728	61

MAKE/MODEL		CC	MAKE/MODEL		CC	MAKE/MODEL		CC
SHINDAWA			SHINDAWA			SHINDAWA		
451	44		488	47.9		500	48	
575	57		550	57.3		680	68	
695	68		757	73.5				
SOLO			SOLO			SOLO		
641	43		644	44.3		645	45	
611 AVK	46		647	47		651	51	
616 AV	52		654	54		662	54	
650 AV	62		667	69		655 AV	70	
670	70		680	80		680	82	
690	90		635	92		603	103	
642	106							
STIHL			STIHL			STIHL		
025	44.3		012	45.2		026	49	
032	51		028	51.5		034	62	
08	56		041	61		035	61.5	
036	61.5		039	64.1		044	71	
038	72.2		046	77		048	77	
056	81		064	85		056	87	
051	89		066	91.6		056AV	94	
070	106		076	110		088	122	
084	122		090	137				
TANAKA			TANAKA			TANAKA		
024	42		4501	43		024VS	44	
ECS 506	51		029	54		034AV	56	
038AVE	61		ECS 650	63		ECS 655	63	
038AVSE	67							

REFRIGERATOR TRUCKS

(No. 17 May 2003)

3934.5

Refrigerator Box Length	Audit Daily Rate	Independent Daily Rate	Without Operator Daily Rate
12 - 14 feet	\$1157	\$821	\$500
15 - 18 feet	\$1220	\$884	\$563
19 - 24 feet	\$1260	\$924	\$603

Comparison chart for determining Audit versus Independent Rate:

LABOR RATE: Straight time

Audit Rate:	\$27.92
Independent Rate:	\$14.16

Smaller refrigerator trucks will be paid the rates based on box length. CDF prefers to hire refrigerator trucks without operator. Truck rates are wet. The contractor is responsible for truck maintenance and operation. Service vehicle and service personnel are included in the daily rate. The contractor shall comply with all insurance and license requirements of the State of California and the Federal Government.

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E
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REFRIGERATOR TRAILER

(No. 14 April 2002)

3934.5.1

Trailer Length	Daily Rate
24 to 28 feet	\$401
29 to 40 feet	\$571
41+ feet	\$690

Refrigerator tractor-trailer trucks shall be compensated at the transport truck rates. Once the refrigerator trailer is delivered, the tractor is released. Trailer rates are wet. The contractor is responsible for trailer maintenance and operation. Service vehicle and service personnel are included in the rate.

Refrigerator trailers shall be equipped with stairs or ramp and some kind of mechanism to maintain temperature when door is open. Preference may be given to trailers with movable partitions that allow for ice on one side and regular cooling on the other.

DRY STORAGE TRAILERS

(No. 6 March 1999)

3934.6

Rates will be negotiated on a case-by-case basis; only daily rates will be authorized. Haul-in and haul-out will be the same as for refrigerator trailers.

SPECIAL VEHICLES

(No. 17 May 2003)

3934.7

NOTE: These rates are to be used when vehicles are rented for the purpose of hauling supplies and personnel. These rates should not be utilized when AD, EW, or government employees are hired in positions other than light truck operator, truck operator, or car operator. When other AD or EW employees (i.e. division supervisors, EMT's, CCV relief drivers, and security) have vehicles for the purpose of transporting themselves, they should be paid the current per diem mileage rate.

REV

Vehicle Type	Mileage Rate	Guarantee	Remarks
Sedan	\$0.42	\$42.00	
Van (6 passenger)	\$0.47	\$47.00	
Van (12 – 15 passenger)	\$0.98	\$98.00	
PU 4x2 compact	\$0.42	\$42.00	Ranger, S10, Toyota Tacoma, Nissan, etc.
PU 4x2 ½ ton	\$0.78	\$78.00	Ford F150, Dodge 150, Chev. 1500

Vehicle Type	Mileage Rate	Guarantee	Remarks
PU 4x2 ¾ ton	\$0.87	\$87.00	Ford F250, Dodge 250, Chev. 2500
PU 4x2 1 ton	\$0.96	\$96.00	Ford F350, Dodge 350, Chev. 3500
PU 4x4 compact	\$0.51	\$51.00	Ranger, S10, Toyota Tacoma, Nissan, etc.
PU 4x4 ½ ton	\$0.96	\$96.00	Ford F150, Dodge 150, Chev. 1500
PU 4x4 ¾ ton	\$1.03	\$103.00	Ford F250, Dodge 250, Chev. 2500
PU 4x4 1 ton	\$1.12	\$112.00	Ford F350, Dodge 350, Chev. 3500
SUV 4X4 compact	\$0.51	\$51.00	4 Runner, Explorer, S10 Blazer, Nissan
SUV 4X4 full size	\$0.87	\$87.00	Blazer, Tahoe, Bronco, etc.
Carryall 4x2 ½ ton	\$0.85	\$86.00	Expedition, Suburban
Carryall 4x2 ¾ ton	\$0.92	\$92.00	Expedition, Suburban
Carryall 4x4 ½ ton	\$0.96	\$96.00	Expedition, Suburban
Carryall 4x4 ¾ ton	\$1.07	\$107.00	Expedition, Suburban
Stakeside to 11000 GVW	\$1.18	\$118.00	
Stakeside 11001- 20500 GVW	\$1.58	\$158.00	
Stakeside 20501+ GVW	\$2.25	\$225.00	

Mileage rates are wet and without operator. The contractor is responsible for fuel and maintenance. The contractor shall comply with all insurance and license requirements of the State of California.

SERVICE VEHICLES

(No. 14 April 2002)

3934.8

Truck Type	Audit Rate		Independent	
	Rate/Hour	Guarantee	Rate/Hour	Guarantee
Luber, Tire Repair, Automotive and light truck service vehicle	\$97	\$776	\$60	\$480
Heavy equipment diesel mechanic with full service truck	\$112	\$896	\$75	\$600

Comparison chart for determining Audit versus Independent Rate:

LABOR RATE: Straight time

Audit Rate:	\$37.74
Independent Rate	\$19.03

Vehicle rates are wet. The contractor is responsible for fuel and maintenance. The contractor shall comply with all insurance and license requirements of the State of California and the Federal Government. The Government will not hire luber, welder or mechanic service vehicles to service other hired equipment on the fireline. Service vehicles are usually hired to service Government equipment at the incident base and under direct supervision of the incident equipment manager. Privately owned contractor equipment is hired wet and rates include fuel and maintenance. If a Government-hired service vehicle is used to service hired heavy equipment (because the equipment owner/operator lacks servicing resources) the service vehicle's hourly rate plus supplies will be deducted from the heavy equipment owner/operator's payment. The contractor shall be responsible for keeping records of services and supplies used in repairing vehicles. Records will be turned in to the Finance Section after each operational period.

NOTE: Heavy equipment service vehicles are commercial heavy equipment shop trucks that include field repair and maintenance as a major part of their normal business. These trucks are to be fully equipped with welder, cutting torch, compressor, and tools for working on large diesel equipment.

FEDERAL PAY PLAN FOR EMERGENCY WORKERS

(No. 14 April 2002)

3934.9

Rates for AD-1 through AD-4 Western Area	
Classification	(per hour)
AD - 1	\$9.68
AD - 2	\$11.32
AD - 3	\$12.44
AD - 4	\$14.16
AD - 5	\$30.00

AD-1 - Work required in this classification involves training to become a member of a crew assigned to incidents; or performing kitchen or camp helper duties.

AD-2 - Work required in this classification involves (1) working alone, or as a member of a crew, in the skilled use of hand tools and infrequent use of light power tools, such as trenchers, portable pumps and chain saws (for cutting down logs, small trees and so forth), or working as a swamper; (2) performing work such as a warehouse worker, tool sharpener, light truck or car operators (up to 1 ton or 7000 GVW), fueler; (3) leading a small group (up to 15 people) of the next lower level; (4) performing fire prevention duties when regular employees are not available; or (5) performing clerical duties such as time recorder, supply clerk, check-in recorder.

AD-3 - Work required in this classification involves performing work such as or comparable to (1) radio operator, vehicle dispatcher, truck driver (1 to 4 tons, 7000 to 22000 GVW), or pump operator; (2) sawyer (operating chainsaw full-time for cutting small trees up to 12 inches dbh); (3) leader of a small group (up to 15 people) of the next lower level (such as squad boss of AD-2s) or a large group (over 15 people) of the next two lower levels (such as crew boss of a camp crew).

AD-4 - Work required in this classification involves performance of specialized work, or supervision of lower level workers. This includes work comparable to (1) packer, tree faller (operating chainsaw full time for cutting trees up to 24 inches dbh), automotive and/or heavy equipment mechanic, head camp cook (approximately 40 people), truck driver more than 22000 GVW or requiring a commercial driver's license) or a tractor-trailer type truck, heavy equipment operator, field observer; or (2) the supervisor of a small group (up to 15 people) of the next lower level or a large group (over 15 people) of the next two lower levels (such as crew boss over fire suppression crew).

AD-5 - Maximum rate for AD-5, effective 01/99, shall not exceed \$30.00 per hour in the Western Area. Faller will be paid **\$30.00** per hour.

See summary chart on following page which illustrates the correlation between the AD classification and the Incident Command System structure.

CASUAL INCIDENT COMMAND SYSTEM POSITIONS

AD Class	Command	Operations	Logistics	Finance	Plans
AD-1		Crew member in training			
AD-2		Crew member		Time recorder (personnel/equipment)	Status/check-in recorder
		Aircraft time recorder			
AD-3		Squad boss	Ordering manager	Commissary manager	
		Aircraft radio operator	Receiving and distribution manager		
AD-4		Crew/eng/dozer boss	Incident head dispatcher		Field observer
		Deck coordinator	Security manager		
		Dozer/tractor/plow operator	Base/camp manager		
		Helispot manager	Equipment manager		
		Loadmaster			
		Parking tender			
		Staging area manager			

AD Class	Command	Operations	Logistics	Finance	Plans
AD-5	Incident commander	Ops section chief	Logistics section chief	Finance Section chief	Plans section chief
	Safety officer	Division/group supervisor	Service branch director	Time unit leader	Incident Meteorologist
	Fire information officer	Task force/strike team leader	Support branch director	Cost unit leader	Situation unit leader
		Firing boss	Commissary unit leader	Comp/claims	Fire behavior analyst
AD-5		Crew rep	Food unit leader		Resource unit leader
		Air operations branch director	Facilities unit leader		Demobilization unit leader
		Air support group supervisor	Ground support unit leader		
		Helibase manager			
		Mixmaster			
		Take-off/land controller			
		Fixed-wing base manager			

CDF PAY PLAN FOR EMERGENCY WORKERS

3934.10

(No. 17 May 2003)

Classification	Straight time	Overtime
EW-I	\$7.48	\$11.22
EW-II	\$9.47	\$14.22
EW-III	\$11.16	\$16.74
EW-IV	\$12.92	\$19.38
EW-V	\$14.82	\$22.25
EW-VI	\$16.37	\$24.55
EW-VII	\$20.76	\$31.14
EW-VIII	\$30.00	\$45.00

NOTE: For CDF Emergency Workers, overtime is paid for all hours worked in excess of 40 hours during the workweek. The workweek is defined as starting at 0001 on Sunday and ending at 2400 on Saturday. (See Incident Fiscal Management Handbook Section [3836.7.1](#) for additional details.)

Emergency Worker I: Includes runners/messengers, drivers of vehicles requiring a Class C license, temporary (unskilled) office workers, fire crewmembers and emergency medical technicians. **Also, ICS positions:** receiving helpers, communications unit messenger, and drivers (Class C).

Emergency Worker II: Includes skilled office workers, telephone operators/receptionists, food service workers, office assistants, computer data operators, fire engine firefighters and emergency medical technicians (Level II).

Also, ICS positions: assistant cooks, supply unit recorders and helpers, security personnel, ground support equipment timekeepers, status recorders, check-in recorders, documentation unit assistants, demobilization recorders, kitchen helpers, message center operators and weather observers.

Emergency Worker III: Includes stock clerks, drivers of vehicles requiring a Class B license, laborers, LVNs, tool sharpeners, barbers, fire engine operators, assistant fire crew supervisors, emergency medical technicians-paramedics, weather observers, information technicians, and swampers.

Also, ICS positions: incident dispatchers (including head dispatcher) cooks (kitchen crew), tool attendants, drivers (Class B), display processors, equipment time recorders, personnel time recorders, helispot managers, staging area managers, facilities maintenance specialists, field observers, cost unit analysts, comp/claims unit analysts, tool and equipment specialists and procurement unit specialists.

Emergency Worker IV: Warehouse worker, driver of vehicle requiring Class A license, boat operator, mechanic's helper, base maintenance worker, assistant equipment worker, heavy fire equipment operator (dozer), fire crew supervisor, fire engine captain; Deputy Information Officer (responsible for assisting with or managing a center [main, field, community]) or similar duties; Field Information Manager; Community Information Manager.

Also, ICS positions: driver (Class A), equipment operator, staging area manager, air attack supervisor, helicopter coordinator, airtanker coordinator, division/group supervisor, strike team leader, task force leader, helispot manager, assistant safety officer, communications unit leader, food unit leader, supply unit leader, receiving and distribution manager, facilities unit leader, security manager, base manager, camp manager, ground support unit leader, equipment manager, mechanic, air support supervisor, helibase manager, fixed wing base manager, resource unit leader, situation unit leader, documentation unit leader, demobilization unit leader, time unit leader, comp/claims unit leader, cost unit leader, procurement unit leader.

Emergency Worker V: ICS positions: incident commander, safety officer, liaison officer, information officer, logistics section chief, service branch director, support branch director, operations section chief, air operations director, branch director, planning section chief, finance section chief, chainsaw operator.

Emergency Worker VI: Heavy equipment mechanic, electrician, carpenter, archeologist, registered nurse, **drivers of Type I buses requiring a Class B license with “P” endorsement.** **Also, ICS positions:** medical unit leader, Information Officer (lead)

Emergency Worker VII: Civil engineer (licensed), nurse practitioner (licensed). **No ICS positions at this pay level.**

Emergency Worker VIII: Faller. **No ICS positions at this pay level.**

LAND AND FACILITY RENTAL AGREEMENTS

3934.11

(No. 14 April 2002)

When negotiating land use and facility rental agreements, we must be sure that the agreed upon rates are fair to both the Contractor and the Government. The Procurement Unit Leader should work closely with the Logistics Section regarding incident needs. The Procurement Unit Leader, or other Contracting Officer negotiating the agreement, should be involved before any commitments are made by the Government for use of the land. Consideration should be given to using a sliding scale (i.e. daily-weekly-monthly rates) in order to lower the overall cost, especially on incidents of long duration.

Some of the factors to consider in negotiating land use agreements are:

- Fair market rental rates for the land in use
- Costs to the landowner
 - Moving of stock
 - Loss of rental fees from other sources
 - Disruption
 - Alterations needed and who will make them
 - Loss of crops
 - Cost of Utilities

[\(see next section\)](#)

[\(see HB Table of Contents\)](#)

[\(see Forms or Forms Samples\)](#)